# Haiti Emergency Response Aviation and Related Support Grant: DFD-G-00-04-00080-00

# **Close Out Report**

## 1 March 2004 to 31 December 2004









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### **EXECUTIVE SUMMARY**

Program Title: **Haiti Emergency Response** 

DFD-G-00-04-00080-00

Countries/Regions: Haiti and the Caribbean

Disaster/Hazard: Complex Emergency

Report Time Period: 1 March 2004 to 31 December 2004

Grant Period: 1 March 2004 to 31 December 2004

This was a small emergency grant responding to the coup d'etat in Haiti, during the ousting of Jean Bertrand Aristide. The political situation in Haiti resulted in an interruption of the ongoing humanitarian programs. One of the main results was the inability of humanitarian agencies to travel safely within Haiti to monitor and assess needs. The UN, various NGO's, CARE, World Vision, Save the Children, CRS, and others plus the USAID delegation and the PAHO were all seriously hampered in their monitoring ability.

The main roads were unsafe for ground travel. "Rebel" checkpoints and other unknown locals were hijacking vehicles with regularity. Added to that was the countrywide need for an immediate assessment and data gathering to establish the affects of the events on the population. Were the roads were open they were in such poor condition that hours were required to travel short distances. Thus it was determined a need for fixed wing air transport inside Haiti. We received \$340,918 for what originally was to be one month. This was primarily dedicated to supporting DART and therefore no PI was included.

The program began March 1, 2004 and operationally ended on April 15, 2005. The grant remained opened and a modification was done to support the hurricanes in September 2004. The 2004 hurricane season was one of the worst on record. Air



Serv was able to respond quickly to the devastated areas in Grenada and Jamaica. This officially began our second and final objective of this grant. In the Caribbean, Jamaica, the Bahamas, Grenada and others were devastated by these hurricanes. In the Grenada capital, almost 90% of structures were destroyed.

Air Serv flew in September and October 2004 in response to the hurricanes. An additional modification was approved which added \$98,702 to the grant and extended the grant period to December 31, 2004.

# Objective 1: To provide 200 hours of King Air relief air transport services for one month to the OFDA and its implementing partners in Haiti.

Due to the unpredictable nature of the first objective, Air Serv did not fly it's original projected hours. In total Air Serv flew 99.9 hours. We carried 271 passengers and 7.13 metric tons of freight.

# Objective 2: To provide 150 hours of relief air support services for areas affected by the hurricanes of Fall 2004.

Air Serv flew 179.6 block hours for this objective, exceeding our objectives by 20%. We carried 136 passengers and 3.94 metric tons of freight.

## **US GOVERNMENT RESOURCES (USD)**

	Objective 1	Objective 2	<b>Grant Total</b>
Budget through 31 December 2004	\$340,918.00	\$439,620	\$439,620
Modification Per Period		\$98,702	
Expended this Period	\$171,520	\$268,108.63	\$439,628.63
Balance			-\$8.63

### PERFORMANCE AGAINST OBJECTIVES

Our original goal was to provide 200 hours of King Air relief air transport services for one month to OFDA and its implementing partners. The grant was extended to two months, but the program truly shut down by the 15<sup>th</sup> of April.

Due to the political uncertainty, and with many areas temporarily closed off, ASI was standing by. Utilizing three aircraft in March we were only able to fly 74.6 hours. We moved 233 passengers and 4609 lbs of freight during that month. During the month of April we flew 25.3 Hours, flew 38 passengers and moved 11,100 lbs of freight.

Our objective 2 goal was to provide 150 hours of emergency air transport to the areas affected by the hurricanes in the fall of 2004. These hours would be achieved with a DC-3, a King Air 200 and a Caravan. We flew a total of 179.6 block hours in a two





month period. Our King Air flew 162% of the objective hours, with a total of 85.4 hours over all.

# **Performance Indicators**

Indicator	Target	Actual for period	Comments
Objective 1 King Air	200 block hours	99.9 block hours	Due to political insecurity, Air Serv did not fly the anticipated 200 hours.
Objective 2  King Air Caravan DC-3  Evacuation and Medevac availability.	150 block hours 52.5 52.5 45.0 Every Day	85.4 52.8 40.4 Available every day.	Air Serv flew 20% over the objective hours total.  At least one aircraft was available on every day of the quarter.
Flight days available	30 days per month	30 days per month	At least one aircraft was available on every day of the quarter.





**Chart 1 - Passengers** 

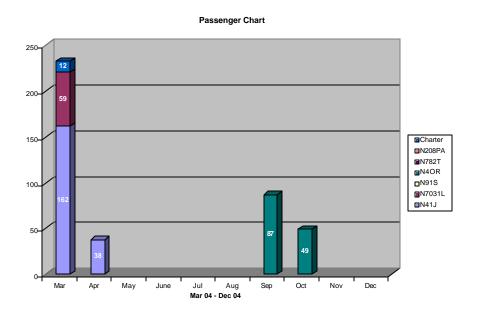


Chart 1 shows passengers by aircraft for the entire grant period. We flew a total of 407 passengers for the hurricane response and the Haiti emergency combined.

**Chart 2 - Block Hours by Aircraft** 

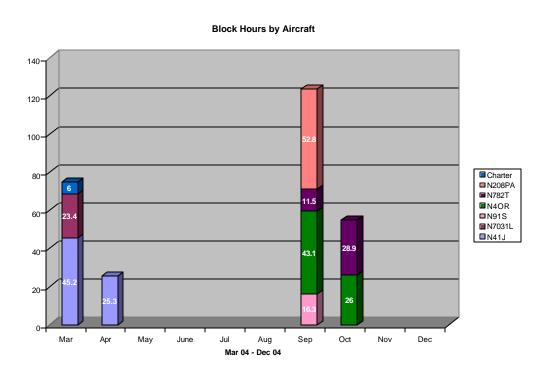






Chart 2 represents all block hours flown by aircraft for both emergency responses.

### PROBLEMS AND SOLUTIONS

There were no major problems during this grant. The only minor issue was fuel. Upon landing in Jamaica we had to wait 24 hours due to the fuel being contaminated at the airport. Once officials cleared the fuel we were able to start flying assessment teams.

### RESOURCE USE/EXPENDITURE

Air Serv did not expend 100% of the funds during the first objective. Due to the mission being shorter than anticipated and the lower hours there was approximately \$169,000 left in the grant. Having this amount of unspent funds allowed Air Serv to respond quickly after the hurricanes. After the initial hurricane response we asked for an additional \$98,702 to recover unexpected costs associated with the immediate response.